

Amendments to the Claims:

Claim 1 is cancelled, claims 2, 5, 8, 11, 12 and 14 are amended and claim 15 is added as set forth hereinafter.

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

1. (Cancelled).

2. (Currently Amended) The fan arrangement of ~~claim 1~~ claim 15, wherein said fan wheel defines a peripheral contour; and, said guide ramp and said take-out opening are mounted close to said peripheral contour.

3. (Original) The fan arrangement of claim 2, wherein said fan housing has a radial outer peripheral wall and said guide ramp extends in radial direction approximately from said peripheral contour up to said radial outer peripheral wall of said fan housing.

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4. (Original) The fan arrangement of claim 3, wherein said guide ramp has a concave contour and thereafter a convex contour in said flow direction.

5. (Currently Amended) The fan arrangement of claim 4, wherein

said engine includes an ignition coil projecting into said fan housing and said guide ramp ~~being~~ is mounted directly forward of said ignition coil viewed in said flow direction and said guide
5 ramp ~~being~~ is configured as a flow shroud for said ignition coil.

6. (Original) The fan arrangement of claim 5, wherein said guide ramp is a first guide ramp and wherein said fan arrangement further comprises a second guide ramp mounted downstream of said first guide ramp viewed in said flow direction; and, said second
5 guide ramp drops off in elevation and widens the flow cross section.

7. (Original) The fan arrangement of claim 5, said take-out opening being mounted in flow direction directly after said ignition coil in a flow cross section narrowed in correspondence to said first guide ramp.

8. (Currently Amended) The fan arrangement of ~~claim 1~~ claim 15, wherein said engine has a carburetor and wherein said fan arrangement further comprises a combustion air channel leading from said take-out opening to said carburetor.

9. (Original) The fan arrangement of claim 8, wherein said fan housing has a radial wall; and, said combustion air channel is guided through said radial wall.

10. (Original) The fan arrangement of claim 8, wherein said fan housing includes a fan cover having a channel formed therein

connected to said carburetor air channel.

11. (Currently Amended) The fan arrangement of ~~claim 1~~
claim 15, further comprising a baffle plate for shielding
relative to said fan wheel; said baffle plate following said
peripheral contour of said fan wheel and rising in axial
5 direction; and, ~~said~~ baffle plate being disposed in the region of
said take-out opening.

12. (Currently Amended) The fan arrangement of ~~claim 1~~
claim 15, further comprising a guide surface disposed rearward of
said guide ramp referred to said flow direction; and, said guide
surface being aligned approximately horizontally and lying at
5 approximately the elevation of said guide ramp.

13. (Original) The fan arrangement of claim 12, wherein said
engine includes an ignition coil and said guide ramp is a first
guide ramp and wherein said fan arrangement further comprises a
second guide ramp mounted downstream of said first guide ramp
5 viewed in said flow direction; and, said guide surface is
disposed between said ignition coil and said second guide ramp;
and, said take-out opening is subdivided into a vertical window
and a horizontal window; and, said vertical window extends in
axial direction and said horizontal window lies in said guide
10 surface.

14. (Original) The fan arrangement of ~~claim 1~~ claim 15, wherein
said fan housing is a spirally-shaped fan housing.

15. (New) A fan arrangement of an internal combustion engine including an engine of a portable handheld work apparatus, the fan arrangement comprising:

5 a fan wheel for acting on air containing entrained dirt particles so as to move said air in an air flow along a flow path;

said fan wheel defining a rotational axis;

a fan housing at least partially surrounding said fan wheel;

10 an aerodynamically formed guide ramp disposed outside of said fan wheel in radial direction and said guide ramp being formed so as to rise in the direction of said rotational axis with the course of said air flow so as to deflect a first component of said air flow together with said dirt particles in the direction of said rotational axis; and,

15 a take-out opening disposed downstream of said guide ramp in the region of said air flow to branch off a second component of said air flow as a combustion air flow for said internal combustion engine substantially free of said dirt particles.